

CAR SHORTAGE NOW EXISTS ON WESTERN LINES

RAILROADS FINDING TROUBLE
IN THE HANDLING OF
SHIPMENTS.

CONDITIONS NOT ALARMING

Despite Scarcity of Rolling Stock,
Orders Are Not Delayed Over a
Few Days—Additional Equipment
Will Prevent Such a State of Af-
fairs Year Hence.

That there is a general car shortage throughout the west now seems apparent. All the western freight officials are reporting trouble in filling requests for cars, with promptness, and many of the roads have been put to considerable inconvenience.

This condition seems confined to the west and certain sections of the south, but in other sections, such as the north and east, there are plenty of cars to handle all freight shipments. The reasons for the car shortage in these particular locations is due to the unusual heavy shipments of certain commodities. In the west there are the wheat, corn and live stock shipments, while in the south the cotton shipments are unusually heavy. And in Louisiana and Texas the lumber shipments are of sufficient importance to cause the railroads considerable embarrassment.

The conditions prevalent in this section, however, are not of the big proportions of the shortage of 1907. Demands for cars are now filled with delays varying from a day to a week, while two years ago, the delays went into weeks, and sometimes months. The panic in the fall of 1907, following on the heels of the big crop movement, and the light shipments of last year, gave the railroads a great chance to get caught up with their rolling stock and most of the western roads availed themselves of the opportunity.

The present situation is not alarming any of the freight and traffic officials however. The shipments are at their height now, and the conditions are as bad as they will be. In another month the roads will be amply able to handle all their shipments. The Missouri Pacific reports a little trouble at certain points where the demand is unusually large, but on the whole the situation is favorable and the company is able to handle all its shipments, with little delay. On the Santa Fe in Kansas, Oklahoma and New Mexico there is a slight shortage, but in most cases the demands for cars are filled with but two or three days delay. The Rock Island is not bothered with any shortage to speak of except in isolated cases, where there is sometimes a delay of several days.

Probably in no line of business is the return of prosperity better illustrated than in the traffic conditions of the railroads. The reports of the American bureau of railway statistics, which are issued at intervals of two weeks, and which tell of the surplusage and shortage of cars on American roads, furnishes ample proof that the country is once again in a good condition. Last spring these reports showed that the American railways had on hand 400,000 idle cars. Today there is not a surplusage and in the country as a whole, there is neither a shortage nor a surplusage, the west being a little short while the east is a little flush with cars.

That the present conditions—though not alarming and little more than inconvenient to the shipping public—will not occur again is evident from the steps which the railroads are taking for their prevention in the future. All the big western trunk lines have from 40,000 to 70,000 box cars in good condition and ready for the shipment of grain. Orders for additional equipment are being placed by the roads, for delivery next spring, and these orders will increase the equipment by a good percentage. And not only are freight cars being included in the additions but motive power in forming a strong feature. Next season the western roads will have more rolling stock, and more power with which to handle the traffic, so that the outlook from the standpoint of the shippers, is extremely bright.

RAILROAD NOTES—

Engineer Henry Rensen has reported for duty on the switch engine.

Brakeman H. C. Ray is laying off on account of the sickness of his wife.

Engineer J. H. Lowe has reported for duty, after laying off a couple of trips.

Porter Robert Burns, of Conductor Stevenson's crew, is off hunting big game.

Fireman R. D. Barton is laying off a few trips on account of sickness in his family.

Engine 1989 left yesterday for the Colorado division in charge of Engineer McCabe.

Conductor F. Cleveger has reported for duty, after having been off a couple of days.

Fireman J. D. Jackson has reported for duty again, after one of his one-trip-off recreations.

Brakeman J. J. Lockhart of the second district, has reported for duty, after laying off for a week.

Conductor C. Balney left this morning for El Paso, where he was called rather unexpectedly on business.

Conductor S. N. Bowen has returned from the east and reported for duty, having been off just thirty days.

Brakeman Lee Crites was initiated in the local lodge of the B. of R. T. last night and is now a full-fledged member.

Conductor J. Council, who has been laying off for the past week on account of the sickness of his wife, has reported for duty.

Conductor James Purcell has returned from the east and has reported for duty on the local, relieving Conductor George F. Moye.

Fireman C. L. Comstock has reported for duty on engine 1651 after having had the longest ten days' hunting trip that he ever experienced.

Joseph H. Suhl, round house foreman, has returned from his hunting trip up the country in the vicinity of Taos. He succeeded in bagging a good many ducks as well as a few magpies. Albert Slack has been acting as foreman during his absence.

Cheaper freight rates on confectionery shipped over western railroads from Chicago will be made as the result of an inquiry made by the interstate commerce commission into complaints made by the National Confectioners' association against the

Syrup of Figs and Elixir of Senna

acts gently yet promptly
on the bowels; cleanses
the system effectually;
assists one in overcoming
habitual constipation
permanently.

To get its beneficial
effects, always buy the
genuine.

MANUFACTURED BY THE
**CALIFORNIA
FIG SYRUP CO.**
SOLD BY LEADING DRUGGISTS 50¢ A BOTTLE

Atchison, Topeka & Santa Fe and other western railroads. The railroad companies agreed to comply with the demands of the manufacturers to lower freight rates on sweets shipped to western cities.

An unknown Mexican was instantly killed on the Santa Fe near Gallup, the other day, being hit by a passenger train while riding on a railroad velocipede. The man and his machine were thrown 15 feet from the track, breaking his back and smashing the wheel.

Increase in railroad freight business through the demand for grain cars and men to handle them has caused a dearth of railway trainmen. Reports given out at the office of President Lee, of the Brotherhood of Railroad Trainmen, at Cleveland, Ohio, indicate that thousands more brakemen and switchmen are needed than can be supplied. Requests from the railroads, sent direct to the union, have many of them been denied, owing to the fact that practically every man is now working full time and overtime.

The shippers of the country are showing a disposition to force the great railroad systems to say definitely whether another general increase in freight rates is contemplated. The National Industrial Traffic League, which has headquarters in Washington, has taken the matter up by endeavoring to obtain definite statements from the presidents of some of the principal lines. J. C. Lincoln, the president of the league, in writing to the heads of the railroads, calls attention to the fact that the league is receiving commercial communications from all sections of the country asking for information and expressing strenuous objections to any additional increase. The league wants to know whether the railroad presidents endorse the pamphlet recently put out by C. C. McCain arguing in favor of another increase in rates.

Announcement was made yesterday by the Santa Fe that it will establish daylight trains between El Paso and Albuquerque, beginning November 14. The new trains will be known as Nos. 21 and 22. The southbound train, which will be known as No. 21, will leave Albuquerque at 8:30 a. m., and will arrive in El Paso at 6:55 p. m. The other train will leave El Paso in the morning at 8:45 and will arrive at Albuquerque in the evening at 6:55. The official time card for intermediate points will be issued in a few days. W. R. Brown, district freight and passenger agent at El Paso, who made the announcement, says that the establishment of the two new trains will not do away with the present passenger service between El Paso and Albuquerque. Daylight trains between the two cities have been desired by the public for a long time. With two trains between the two cities daily travel is expected to increase materially. The new trains will be made up of baggage and express cars with comfortable day coaches and chair cars for the accommodation of passengers. They will be local trains and will accommodate travelers all along the line. Mail and express matter will be carried, and this with the added conveniences of travel is sure to result in increased business for both Albuquerque and the towns along the railway.

Near Avon, Ind., on the Cleveland, Cincinnati, Chicago & St. Louis, or Big Four line, a whole night was spent recently in making experiments with oil and electric lights, the tests being carried out by the state railway commission in pursuance of a law in Indiana requiring the commission to investigate the subject and then issue an order requiring the best headlights to be put in use throughout the state. A number of engineers and railway officials accompanied the officials, facing an electric light on an engine coming from the opposite direction. The observers could not see a semaphore light until they got within 2,000 feet of it, though when facing an oil light the signal could be seen 5,000 feet away. On a locomotive with an electric headlight, moving east, the classification lamps on the front of the boiler could not be seen by the observers until they approached within 400 feet, but when the engine was equipped with an oil light, they were able to see 700 feet away. With an electric headlight on the observation car, the observers looking for a handcar on the track were able to see only 700 feet away and a coal car was not visible until they reached a

point within 1,000 feet of it. A man on the track was seen no further than 200 feet but a car on the siding not clearing the main line was seen 870 feet away. One of the commissioners said that the Brotherhood of Trainmen had filed with the commission a resolution asking the board not to prescribe electric headlights as the use of these lights made the work of trainmen more difficult.

THIS TERRITORY LEADS IN EDUCATION

Santa Fe, N. M., Nov. 6.—Superintendent of Public Instruction J. E. Clark has prepared the following enlightening comparison of educational statistics in New Mexico and Arizona, taking the official statistics of 1908 as a basis, it being likely that the statistics for this year when completed in each territory will make an even better showing for New Mexico:

Range of ages in school census, New Mexico, 5-21; Arizona, 6-21.

School population, New Mexico, 93,815; Arizona, 34,299.

School enrollment, New Mexico, 43,607; Arizona, 26,314.

High school enrollment, New Mexico, 984; Arizona, 709.

Average daily attendance, New Mexico, 26,844; Arizona, 16,326.

Number of high schools, New Mexico, 15 (3 or 4 years); Arizona, 8.

Number of teachers employed, New Mexico, 1,065; Arizona, 645.

Average salary paid men, New Mexico, \$52.50; Arizona, \$99.50.

Average salary paid women, New Mexico, \$51.58; Arizona, \$75.06.

Total receipts for school purposes, New Mexico, \$885,445.05; Arizona, \$814,062.25.

Total expenditures for school purposes, New Mexico, \$539,964.05; Arizona, \$511,473.08.

Total expenditure for territorial educational institutions, New Mexico, \$217,056.27; Arizona, \$152,954.81.

Cost of education per capita on basis of school population, New Mexico, \$5.75; Arizona, \$18.16.

On enrollment, New Mexico, \$12.40; Arizona, \$23.05.

On attendance, New Mexico, \$20.10; Arizona, \$26.79.

"Ma," remarked the small boy, "isn't it funny that everybody calls little brother a bouncing baby?"

"Why do you think it's funny, William?" asked his mother.

"Because when I dropped him off the porch this morning he didn't bounce a bit he just hollered."—Short Stories.

Catarrh of the Stomach a Prevalent Disease Difficult to Relieve.

A PROMPT AND EFFICIENT REMEDY.

Mr. S. W. Jackson, 815 Weaver Block, Greenville, Ohio, says: "While I was superintendent of construction of J. F. Bender and Bros. Co., of Hamilton, Ohio, I became entirely unfit for business with catarrh of the stomach."

"A friend called my attention to a remedy for this condition. I began to improve at once. I was soon able to return to my former profession."

"It would require many pages to describe the condition I was in and the relief I have obtained."

Here is another case. Officer George Y. Stout, 724 North Broadway, Baltimore, Md., says: "I suffered very much with catarrh of the stomach and nervous indigestion. I lost fifty pounds in four months."

"A friend called my attention to a remedy, which I used, and gradually got well. I have gained half my lost weight back again."

Chronic Stomach Trouble.

Mr. Robert J. Gillespie, 686 South Main St., Los Angeles, Cal., secretary of Lather's International Union, was also suffering from catarrh of the stomach a long time. He grew thinner and paler, lost all ambition and appetite. Sick at the stomach, indigestion continually.

A friend also called his attention to a remedy, which brought about a decided improvement. After continuing the use of the remedy for a month, he considers himself permanently relieved.

Now, once more, Mr. Christian Hoffman, Slatting, Pa., says he suffered for many years with catarrh of the stomach. It produced a miserable cough, day and night. He tried doctors and many remedies. At last his attention was called to a remedy, the same remedy that relieved the others which have been referred to above. He claims that he was entirely rid of his stomach difficulty.

Pe-ru-na Brought Back Health.

What was the remedy that has wrought this remarkable relief? So far, the remedy has not been mentioned.

If any one doubts the correctness of these statements it is very easy to verify them by writing to the people whose names have been given, enclosing a stamp for reply.

The remedy is within the reach of every one. It is simply the good, old standard reliable remedy known as **Peruna**.

The good that man does may live after him, but it has a hopeless fight for recognition while he is alive.

If the truth were known, the probabilities are that **Peruna** has relieved as many cases of catarrh of the stomach as any other popular remedy in existence. We have a great many unsolicited testimonials from all parts of the United States, declaring in strong and enthusiastic terms that **Peruna** has entirely relieved them of catarrh of the stomach, that they were wretched and miserable beyond words, but **Peruna** has restored them to health, vigor and happiness.

These are the facts. Now, if you have stomach difficulty, it is up to you to act upon them or ignore them, as you please.

Symptoms of Stomach Catarrh.

"The affection may result from errors in diet, or the use of alcohol. The excessive use of tobacco, especially when the juice or the leaves are swallowed, is likely to cause it."

"Highly seasoned or coarse, irritating foods, sometimes induce the disease."

"As chronic gastritis (catarrh of the stomach) is essentially a secondary affection, one of the primary causes is an unhealthy state of the mouth, nose or throat, such as bad teeth or catarrh of the nose (ozena)."

"The patients are usually poorly nourished, pale, sallow, thin, fatigued, easily induced, muscles flabby. Loss of appetite or capricious appetite."

"The tongue is usually coated brownish gray. Cankered mouth is a common occurrence."

"Pain is not common. When present it is usually dull, and is aggravated by food, especially when this is of an irritating character."

"Vomiting may occur in the morning. Also after meals. Sickness to the stomach frequent and persistent."

"Food produces dull headache, and a feeling of general nervous distress. Constipation usually quite marked."

"These symptoms, given by Gould and Pyle, coincide exactly with the frequent descriptions Dr. Hartman is receiving from patients all over the United States."

If you have any of these symptoms get a bottle of **Peruna**. Take a dose before each meal. See if your stomach does not immediately feel better, your appetite improve, your digestion at once resume business.

People who object to liquid medicines can now secure **Peruna** tablets.

Health and Vigor



Miss Edna Buckler, a Prominent
Young Lady of Hume, Ill., Praises
Duffy's Pure Malt Whiskey for
Restoring Her to Health and
Vigor After Being Very Weak
and "Run Down"—She Recommends
It to All in Need of a Tonic
Stimulant That Makes the Old
Young and the Young Energetic
and Vigorous.

Miss Buckler recently wrote: "I was very weak and run down, had no life or energy, was very much in need of something that would tone up my system and enrich my blood. On the advice of friends I began taking Duffy's Pure Malt Whiskey, and it immediately put new life into me. I feel wonderfully better, and would advise any one needing a tonic stimulant to take Duffy's Pure Malt Whiskey." Every testimonial is published in good faith, and is guaranteed.

Men and women in all walks of life testify to the great good derived from the use of Duffy's Pure Malt Whiskey, the world's greatest tonic stimulant.

Duffy's Pure Malt Whiskey

If you wish to keep young, strong and vigorous and have on your cheeks the glow of perfect health, take Duffy's Pure Malt Whiskey regularly, according to directions. It tones and strengthens the heart action and purifies the entire system. It is recognized as a family medicine everywhere.

CAUTION.—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the only absolutely pure medicinal malt whiskey and is sold in large sealed bottles only—never in bulk. Look for the trademark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Price \$1.00. Write Consulting Physician, Duffy Malt Whiskey Co., Rochester, N. Y., for free illustrated medical booklet and free advice.



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1.25 Hats, for 83c	2.00 Hats, for 1.33	3.00 Hats, for 2.00